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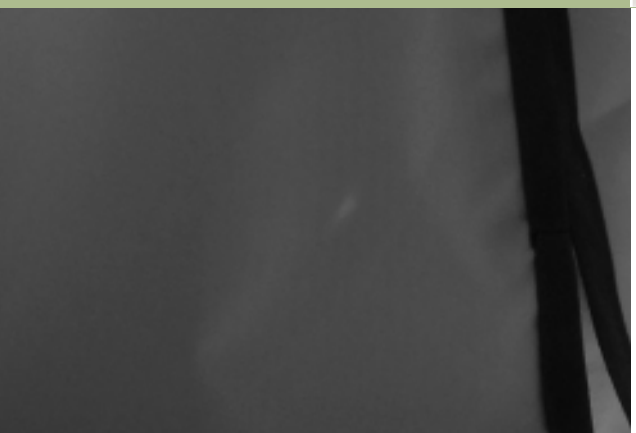
TRANSFORMING IDAHO TRANSPORTATION



2004

IDAHO TRANSPORTATION DEPARTMENT ANNUAL REPORT



Transforming Idaho Transportation

Idahoans are passionate about their transportation system. It is the crucial link that keeps them connected – to their workplace, to commerce and service, to education and recreation, to each other and to a global community. When asked for input about the future of their transportation system, Idaho citizens readily respond. They have a strong vision of what that system should be and become – today and tomorrow.

An inclusive and extensive vision process conducted in 2003 and adopted by the Idaho Transportation Board in 2004 provides principles that will guide the transformation of the transportation system to a new era. "Idaho's Transportation Future: Getting There Together" is the culmination of public meetings held in every region of Idaho that included a broad cross-section of Idaho citizens. What do Idahoans want?

Reconstructed U.S. 95 in northern Idaho is better able to accommodate commercial traffic.

1. A state-of-the-art transportation system that offers choices

2. A system that improves Idaho's quality of life

3. Participation in transportation decisions

4. Achieve goals within reasonable funding

In 2004, the Idaho Transportation Department (ITD) continued to live that vision by providing tangible products and services – operational building blocks for the system of the present and future.

1. A transportation system that offers choices

New public transportation choice in Moscow

A new partnership in north-central Idaho created the first scheduled, fixed-route public transportation service in Moscow. A collaborative effort of Lewiston-based Valley Transit, the University of Idaho and the city of Moscow, the new service consists of two 30-minute loops through downtown Moscow, the University of Idaho campus and nearby shopping districts. It also provides regional connectivity by extending service through the University of Idaho-Washington State University shuttle to Pullman, Washington and to Lewiston. Federal grant funds, administered through ITD, provided approximately $330,000 to help cover startup and first-year expenses. The University of Idaho and city of Moscow contributed $260,000 in matching funds.

Safe routes for pedestrians, bicyclists

Among the options Idahoans desire in a comprehensive transportation system are safe pedestrian and bicycle routes. Reflecting a commitment to transportation options, ITD joined public educators and concerned citizens statewide to lay a foundation for a Safe Routes to School program. Funding is anticipated in a new federal transportation bill that will create a formal program to improve commuting safety for school children. The partnership helped organize Walk to School events statewide in 2004 as part of an international initiative that emphasizes the benefits of walking or riding bicycles to school. Students, transportation officials, school representatives, community leaders and parents participated in the event.

A connected bicycle, pedestrian trail near Troy

As ITD develops and improves the state highway system, it also includes provisions for expanding bicycle and pedestrian options. A highway construction project on Idaho 8 east of Moscow included removal of a railroad overpass and installation of a box culvert that enhanced recreational opportunities. It provides safe crossing under the highway as the final link that connects a trail from Troy to Moscow.

Better access to information

Improved Internet navigation

By its very definition, a truly connected transportation system must include access to information. ITD refined its presence on the Internet by introducing a new Web site that enables easier navigation and enhances access to information about how the transportation system operates.

The more interactive Web site (itd.idaho.gov) provides new opportunities for public involvement and comment, and reflects the department's commitment to keep the public informed about projects, products and services. Among the most commonly accessed sites are Division of Motor Vehicles' online services and road/travel information.

Enhancing access to traveler services

ITD is preparing for the use of advanced technology and a nationally connected 511 network that will give motorists immediate access to information about winter road conditions, summer construction activity, tourist destinations and historical and cultural sites. ITD's traveler services initiative is the first step in migrating to an integrated, national network that provides access via telephone, cellular phone and the Internet.

Traveler services on the ITD Web site now connects to important road condition and construction information in neighboring states. The information system will include conventional signs, variable message signs, Internet Web pages, Web cameras, radio messages and other means of disseminating information that will enhance the travel experience.

Get online, not in line

As technology becomes more entrenched in everyday life, Idahoans expect access to online services that save time and expense. ITD responded by introducing a system that enables vehicle registration/renewal from the state's most populated regions via the Internet. Online registration will expand as technology permits. Other online services already available include electronic lien filing, electronic access to drivers' records (for authorized users) and services for commercial carriers (in partnership with Access Idaho).

Building an information on-ramp for truckers

A new Idaho Web site enables commercial truck operators to register for permits, complete temporary registrations, file an International Fuel Tax agreement, check rules and regulations and learn about construction and highway conditions. The site, trucking.idaho.gov, received national recognition for government e-commerce in 2004.

Looking at traffic from a regional perspective

Rapidly expanding communities in the Treasure Valley require transportation solutions that transcend geographic or jurisdictional boundaries. A truly integrated system requires participation from multiple cities and counties. ITD is playing a key role in development of a Regional Traffic Management Center that will serve the communications needs of a region that extends from the Oregon line east to Mountain Home and from New Meadows south to the Nevada line. The center will provide better management of emergency response, traffic and maintenance.

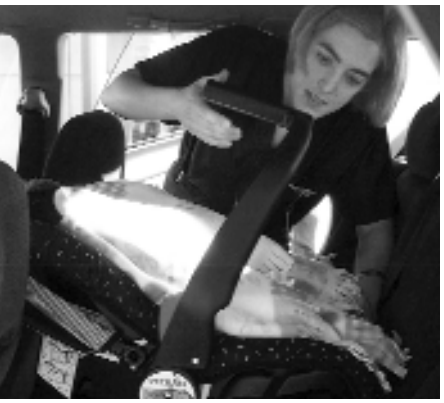
Ensuring motorist safety

Modern era requires transportation safety and security

The post 9-11 era has placed new and greater demands on transportation security, in Idaho as well as nationwide. Never before has the need for security been more pronounced. ITD has taken a lead role in the preparation for natural and human-caused disasters. Transportation department personnel participated in a number of planning and training exercises that will improve response capabilities, ensuring a coordinated regional and statewide approach to disaster preparation.

ITD crews are first line of defense for safe travel

ITD maintenance crews often are the first line of defense when natural and human-caused incidents interrupt travel on Idaho highways. Crews responded to challenges in virtually every corner of Idaho in 2004, clearing routes after rock and snow slides, a mountain avalanche, overturned semi-trucks, vehicle crashes and hazardous materials spills. ITD's investment in the state transportation system parallels its investment in continued training and education for maintenance workers.



Safety campaigns include workshops on the proper installation of child car seats.

Snowstorms challenged crews to keep routes open

The challenge to keep travel routes safe and passable reached new levels in 2004. Harsh winter storms delivered a powerful punch in early January, forcing the closure of nearly 30 routes at one time. The transportation department committed approximately $19 million to keep Idaho highways safely passable in 2004 and has averaged $14.5 million annually over the past five years.

Incident Response Vehicles assist motorists who need help

As Idahoans become increasingly mobile, they expect highway infrastructure and programs to ensure their safety. ITD operates Incident Response Vehicles along the heavily traveled Interstate 84 and I-184 routes during peak travel hours to help motorists and assist in the timely removal of disabled vehicles.

Safety campaigns help boost seat belt usage

Safety remains the driving force behind ITD's Office of Traffic and Highway Safety. Extensive public awareness programs related to seat belt use, child safety restraints, aggressive driving and impaired driving have produced life-saving results. ITD sponsored a new Seat Belt Summit in 2004, produced a high-impact safety video that featured seat-belt-wearing survivors of a traffic crash, and engaged in a number of public awareness campaigns. Overall seat belt use for all vehicles reached a record high in 2004, improving to 74 percent and reflecting more than a 2 percent increase over the previous year. Excluding pick-up trucks, nearly 79 percent of Idahoans use seat belts in passenger vehicles.

Managing access for improved safety

As the population of Idaho expands, so does the need for a comprehensive "next generation" policy that shapes development along the state's increasingly busy highways. ITD launched an initiative in 2004 to help coordinate development in highway corridors and provide the appropriate access while preserving safe and efficient traffic flow.

An Access Management Action Team was formed following an October workshop that included more than 40 ITD representatives and stakeholders. Their task is to write new policy based on the following key principles:

- Policies and procedures that are written from a customer-focused perspective, in clear and understandable terms
- Enhancement of economic development
- Preservation of safety and balance between mobility and access
- Focus on clear accountability
- Coordination with local, regional, and metropolitan planning and zoning practices

- Service-oriented rather than regulatory policies
- Respect for the rights of property owners

A draft action plan is expected to be ready for review this spring.

Vision includes investment in present system

ITD is investing in the transportation system of tomorrow by preserving and improving the system that is in place today. An ambitious 2004 highway construction schedule made significant strides in moving toward the system's long-range vision.

WYE Interchange, Boise: The largest construction project in state history ensures motorists a modern, efficient route among southwestern Idaho's major population centers. The $86 million project on Interstate 84 and I-184 was completed in June with the addition of new traffic lanes, on- and off-ramps, sound walls and lighting.

Eliminating a series of curves near Mann Creek in southwest Idaho increases safety for travelers on U.S. 95.

I-15, Sunnyside Interchange: Construction of an interchange that will provide a new southern access to Idaho Falls at Sunnyside Road began in 2004. The three-year, $21 million project will include a new bridge over the Snake River and a connecting road between the bridge and the city of Idaho Falls power station. Completion is expected in the fall of 2006.

U.S. 95, Junction Idaho 1 to Round Prairie: Approximately five miles of U.S. 95 were reconstructed and realigned north of Bonners Ferry. The $20 million project is the first of a series that will improve 16 miles of the highway to the U.S./Canada border.

U.S. 20, Hitt/St. Leon interchanges: A project to construct two full interchanges at Hitt and St. Leon roads will significantly improve traffic flow and safety along a busy section of U.S. 20 near Rigby. Construction began on the $19 million project in 2004 and should be completed by the fall of 2005. The interchanges will provide better access control and eliminate four at-grade crossings.

I-84, Glenns Ferry to King Hill: Westbound traffic shifted to eastbound lanes when eight miles of I-84 were reconstructed in 2004. The $11.8 million project eliminated deteriorated and cracked surfaces and provides a safer, smoother ride for motorists on the heavily traveled route.

U.S. 95, Electrical Substation to Smith Creek: Work began on this two-year, $11.6 million project near Mineral Mountain north of Potlatch in 2004. The project includes construction of new truck climbing lanes on both sides of Mineral Mountain and the widening and straightening of hazardous curves on the heavily traveled segment of U.S. 95. Work should be completed by the fall of 2005.

U.S. 95, Mann Creek curves: Hazardous curves on U.S. 95 about 10 miles north of Weiser were eliminated as part of a 5.5-mile reconstruction and realignment. The $5.5 million project included construction of a new bridge over Mann Creek, straightening curves and expanding shoulders.

I-15, Deep Creek to Idaho-Utah line: This was the second and concluding stage of a project to improve a 16.5-mile section of Interstate 15 from Deep Creek near Malad to the Idaho-Utah line. Northbound lanes were resurfaced in 2003. The $4.5 million project provides a smoother, safer ride for the average of nearly 9,000 vehicles that travel the route daily.

U.S. 95, Moscow: A new five-lane bridge was constructed over the South Fork Palouse River at Moscow's southern city limits. The $4 million project, completed over two construction seasons, included an upgraded traffic signal and the addition of a new signal, relocation of underground utilities near the bridge, new entrances and exits to adjoining businesses, new street lights, sidewalks, and (in collaboration with the city of Moscow) new storm, sanitary sewer and water lines. U.S. 95 was widened to five lines throughout the project.

U.S. 30 (Kimberly Road), Twin Falls: U.S. 30, known in the Twin Falls area as Kimberly Road, was widened to accommodate a continuous two-way left turn bay from Eastland Drive to Hankins Road. New concrete intersections were constructed at both ends of the $2.7 million project to strengthen the road surface and make it more resistant to pavement rutting.

U.S. 12, centerline rumble strips: Rumble strips, long considered one of the least costly and most efficient safety measures for some highways, were added to hazardous curves on a 50-mile stretch of U.S. 12 between Lewiston and Kamiah. The strips warn motorists when they cross into the oncoming lane. This was the first use of rumble strips on centerlines of a major two-lane highway in Idaho. Their new application is intended to warn drivers when they cross the centerline and prevent head-on collisions. The project included the addition of new durable pavement markers – inlaid plastic striping material – on the centerlines.

ITD projects enhance service

Commitment made to Rest Area Program

The transportation department introduced a formal program for improving existing rest areas and adding new ones by committing $10 million annually to the new Rest Area Program.

Amenities offered at Idaho rest areas vary, but all include tables, trash receptacles, drinking fountains, telephones, trees and shade, travel information boards and restrooms. Some larger facilities also offer paved walking trails, parking areas for recreation vehicles and semi-trucks and Visitor Information Centers.

The new program will include the construction or reconstruction of new rest areas about every two years, and renovation of existing rest areas to better serve Idaho travelers.

New rest areas completed near Bliss

New rest areas were completed for east- and westbound I-84 travelers near Bliss in the fall of 2004, replacing facilities that were constructed in the 1960s. The new rest areas can accommodate recreational vehicles, passenger cars and 43 semi-trucks, with room to expand as demand dictates. The $6.2 million project includes an unstaffed information center and an onsite waste treatment facility.

New sign program will improve access to state parks

Motorists who want to take advantage of the amenities available in Idaho's 25 state parks will find those opportunities much easier because of a new initiative that will begin early in 2005. In collaboration with the Idaho Department of Parks and Recreation, the transportation department will replace, upgrade and add new signs directing motorists to such attractions as self-guided nature trails, fields of wildflowers, the Oregon trail, waterfalls, rock-climbing areas and opportunities for camping, bird-watching, boating, mining, fishing and exploration.

Idaho welcomes two new Scenic Byways

Two new scenic byways that honor the role of Native Americans in the state's rich history joined the family of Idaho Scenic Byways in 2004. The transportation board approved the Wild Horse Trail in the northern panhandle and the Sacajawea Historic Byway near Salmon in eastern Idaho. The newly designated routes bring the number of state and national scenic byways in Idaho to 25. To increase public awareness of Idaho's scenic routes, ITD has begun installing larger signs that include photos, original art and maps in an updated format.

Innovation expedites the gift of life

An ITD employee was recognized nationally in 2004 for expediting the process of donating organs. Callie Wrigley developed a new electronic solution that reduces the time required to register organ donations from about one month to 72 hours. The new process potentially saves lives by connecting recipients with organ gifts much faster. Wrigley's solution also reduced annual postage costs by $1,500, and the time required for ITD, state employees and volunteers to process the registration forms.

2. A system that improves Idaho's quality of life

Individuals choose to live in Idaho for its unrivaled natural amenities – they are as interested in the journey as they are in the destination. The transportation department shares a commitment to improve the environment and Idaho's quality of life.

Air Quality

Interim committee focuses on air quality issues: As traffic volumes increase, commensurate with an expanding population, it is imperative that transportation options have minimal or no negative impacts on air quality. ITD participated on a Public Transportation and Air Quality Interim Committee in 2004, designed to address increasing concerns over air pollution.

ITD takes advantage of cleaner biodiesel: The transportation department has taken a lead role in helping reduce air pollution in the densely populated Treasure Valley. Recognizing the economic and environmental benefits of using biodiesel fuel, the department converted all of its diesel-fueled vehicle stations in the Treasure Valley to B20, a blend of 20 percent bio-fuel and 80 percent petroleum diesel. The bio-fuel portion is primarily derived from Idaho agricultural products.

Fleet of alternative vehicles expands: ITD continues to expand its use of hybrid vehicles that operate on battery-stored electrical energy and traditional gasoline. Best-suited for metropolitan conditions, the duel-powered vehicles get up to 60 miles per gallon of gasoline.

Partnerships advocate ethanol: In the fall of 2004, the transportation department supported the opening of new commercial fuel stations in the Treasure Valley that offer a blend of 85 percent traditional fuel and 15 percent ethanol. The mixture is less detrimental to air quality and promotes the use of locally produced fuel from agricultural products.

ITD has converted its diesel trucks in the Treasure Valley, including Incident Response Vehicles, to clean-burning biodiesel fuel.

Wildlife structures improve safety

Waterway structures: ITD's commitment to the environment extends to construction projects. When biologists determined that waterway structures impeded the migration of trout near Idaho 87, the transportation department began looking for alternatives. It developed a plan to install new culverts to improve fish passage.

Deer tunnels provide under-highway crossings: On U.S. 95 in northern Idaho and along Idaho 75 near Ketchum and Hailey, a different kind of migration – wild game – was impeded by highway traffic. To reduce animal-vehicle collisions, ITD installed deer tunnels and structures that encourage animals to cross under highways.

ITD helps preserve historic Nez Perce site

Native American artifacts: Construction of new passing lanes on U.S. 12 east of Lewiston revealed an unexpected connection to Idaho's history and culture. The remnants of a Nez Perce camp were discovered during construction. Reflecting its commitment to preserve the cultural environment, ITD restricted the area and contracted with anthropologists and researchers from the University of Idaho to document Native American artifacts and implements.

Lewis & Clark Expedition: The historic Lewis & Clark Corps of Discovery, marking the first organized exploration of what has become the Pacific Northwest, holds a unique place in Idaho history. ITD has engaged in an ambitious U.S. 12 highway improvement program that will enable travelers to safely retrace part of the historic journey from the Idaho-Montana line to the Snake River that separates Idaho from Washington.

Improvements include highway widening, addition of passing lanes, centerline rumble strips on targeted curves, and collaboration with the U.S. Forest Service on construction of a new rest area/visitors center at Lolo Pass.

3. Participation in making transportation decisions

Because Idahoans are passionate about their transportation system, they want opportunities to help guide its growth and evolution. The public involvement process begins with a broad, global perspective that addresses needs common to all Idahoans. The process also looks at regional issues that transcend political boundaries and the needs of specific cities and communities. Public input is essential at each level in locating interchanges, planning the future of heavily-used corridors, widening travel lanes, resurfacing roadways, determining traffic patterns, developing or expanding public transportation options and creating pedestrian and bicycle paths.

Paving the way for tomorrow

Idaho's Transportation Future

A broad range of organizations came together as Communities in Motion in 2004 to begin work on a regional transportation plan.

The comprehensive, 30-year vision for all transportation systems in Idaho culminated in 2004 with endorsement by the Idaho Transportation Board. The study began in 2002 and included an extensive series of public meetings statewide. The purpose was to better understand the current transportation system and think creatively about the possibilities for the future. The process sought to determine: 1) What the system values; 2) What the system should accomplish; 3) How the system should be described; and 4) How Idahoans can move past known and familiar transportation options.

Results of the visioning process will serve as a roadmap for improving/expanding the system, identifying funding alternatives, providing transportation choices, encouraging public participation, and protecting Idaho's quality of life.

Communities in Motion

Treasure Valley residents and community leaders, including the mayors of Boise, Nampa, Meridian and Eagle, are developing a collaborative vision for transportation needs of a rapidly growing regional population. Communities in Motion extends beyond jurisdictional boundaries by addressing the regional transportation needs of the next 20 years and beyond. An organizational meeting in 2004 included representatives from six counties, highway districts and ITD.

Blueprint for Good Growth

Ada County launched a countywide initiative in 2004 to determine the impact of a growing economy and rapidly expanding population. The "Blueprint" represents an unprecedented attempt to link land use and transportation planning and create a future Ada County that will be attractive to commerce and residents. ITD will join Ada County, the Ada County Highway District and the cities of Boise, Eagle, Garden City, Meridian, Kuna and Star in developing the integrated blueprint.

Recreational Airstrip Symposium

ITD's Division of Aeronautics organized a series of three workshops in 2004 (the Recreational Airstrip Symposium) that included transportation officials, pilots, forest managers, outfitters and other stakeholders in air transportation. The objective was to help provide direction for how Idaho's airstrips are used, managed, maintained and improved. Idaho's airstrips provide access to recreational opportunities, contribute to community development, support fire and emergency operations and aid in natural resource management. Sessions were held in McCall, Salmon and Worley. Information from those meetings will define a strategy for the future of Idaho's recreational airstrips.

Interagency Working Group

Decisions about the future of public transportation in Idaho are shaped by an advisory board – the Interagency Working Group – that meets regularly throughout the year. The IWG provides leadership in developing coordinated, responsible and integrated public transportation systems.

Members include representatives from ITD, the Division of Medicaid, Community Transportation Association of Idaho,

Commission on Aging, Department of Health and Welfare, Division of Vocational Rehabilitation, Department of Commerce and Labor, Department of Education, Council on Developmental Disabilities, Idaho Head Start Association and the Office of the Governor.

ITD developing plans for busy corridors

Maintaining optimal connectivity has been identified as vitally important to heavily traveled corridors in Idaho. Formal studies have begun that will guide transportation decisions for the next 20 years. ITD is assessing the unique needs of heavily traveled corridors throughout Idaho as a way of maintaining traffic flow and ensuring safe routes.

Nowhere was the need for an integrated approach more evident than along a busy segment of Idaho 55 (Eagle Road) between Overland Road and Idaho 44 in Ada County. Eagle Road is Idaho's most traveled non-interstate highway.

ITD brought together the collective wisdom of three nationally recognized transportation companies and representatives of local jurisdictions in 2004 to begin laying a framework for improving travel on the seven-mile route. The extensive public involvement process suggests the Eagle Road corridor should have median barriers with breaks, additional traffic signals, sidewalks, bike path, curbs and gutters and beautification elements such as landscaping and lighting.

Re-thinking the corridor's multiple uses and competing demands will produce a model for other similar high-volume traffic corridors in Idaho. The vision for such corridors is to provide connectivity through smooth traffic flow and limited access. Planning and public involvement also are under way for a number of other corridors statewide, including:

I-84, Orchard to Gowen: Between Orchard Street and the Gowen Road interchange in Boise

U.S. 20, Ashton to the Idaho-Montana line: Serving as the major western entrance to Yellowstone National Park

U.S. 26 and Idaho 39 Corridor Plan: The West Blackfoot I-15 Interchange to Moreland (U.S. 26); junction of Idaho 39 and U.S. 26 to Pingree and North Pleasant Valley Road to Pocatello Avenue in American Falls (Idaho 39)

U.S. 89, Montpelier to Idaho-Utah line: A 27-mile segment of U.S. 89

The East Idaho Corridor Loop: Including portions of U.S. 93, Idaho 33, Idaho 28, U.S. 20/26 and Idaho 22 between Rexburg and the Montana-Idaho line

Twin Falls Regional Corridor: U.S. 93 from the Idaho-Nevada line to Twin Falls, then east along Idaho 74, U.S. 30 and Idaho 50 to I-84, east of Twin Falls

U.S. 95, Garwood to Sagle: Between Coeur d'Alene and Sandpoint

U.S. 95, Thorncreek Road to Moscow: Approximately 6.5 miles of U.S. 95 in Latah County, between Thorncreek Road and Moscow

Idaho 16, Emmett to Eagle: A 14-mile corridor that links Gem and Ada counties

Idaho 75, Timmerman to Ketchum: From the Timmerman junction to Ketchum, a recreational/tourism and commuter route

4. Achieving goals within reasonable funding

Maintaining an efficient transportation system that meets the needs of citizens tomorrow as well as today comes at a significant price. Still operating under an extension of the TEA-21 federal transportation bill, questions remain about the future of funding highway construction in Idaho. Escalating gas prices, cost-conscious travelers and more fuel efficient vehicles make it imperative to identify funding options outside the traditional fuels tax model.

Forum on Transportation Investment

ITD took a major step to identify potential alternative funding when it launched a Forum on Transportation Investment in 2004. The forum brought together some of the state's top economic leaders and strategists to discuss the funding future. "Much of Idaho's future will be written by the decisions made in the next few years – decisions that are hard to make," said ITD Director Dave Ekern. "They must be made carefully, addressing the state's transportation issues holistically and with a clear understanding of the many elements contributing to our mobility."

The forum, an extension of Governor Dirk Kempthorne's Blue Ribbon Task Force of 2003, examines highway, rail and transit issues in Idaho, and:

- Examines, documents and assesses Idaho's transportation needs through 2030, including those already documented by state and local governments
- Investigates current and potential future transportation finance tools and assesses their viability
- Recommends actions and policies that will assist Idaho in achieving its future transportation vision
- Will submit a final report to the Idaho Transportation Board

Congressman C.L. "Butch Otter" emphasized the role transportation plays in a national economy during the dedication of Idaho's largest-ever highway project, the WYE Interchange in Boise.

Financial stewardship through efficiency

Finding alternative or new funding sources is important to Idaho's transportation system of tomorrow. Conserving existing resources is crucial to the present. Through a variety of efficiency measures and performance standards, ITD has earned a strong reputation for sound fiscal stewardship.

Research indicates Idaho's population is on the brink of explosion – from an estimated 1.4 million citizens today to 2.5 million in the next two decades. The number of vehicle miles traveled is expected to increase exponentially. Yet, today's ITD workforce is approximately the same as it was five years ago. The department continues to do more with less through increased efficiency.

New Enterprise Architecture model

A major initiative to redefine the shape and role of technology at ITD began in 2004. Information Services, a part of the Division of Administration, has embarked on a transition from a centralized environment to a customer-driven, decentralized model.

Those responsible for choosing and using emerging technology will be positioned within the ITD sections where the technology will be implemented. ITD is adopting an enterprise architecture model that relies less on process and more on product. A four-day workshop in November laid the foundation for the new enterprise architecture approach.

Maintenance Academy

Preparing employees for the ITD of tomorrow includes specific training for personnel charged with maintaining the highway system. To integrate new employees into the system and prepare them for operational demands, ITD introduced a new Maintenance Academy in 2004. The system of job-related courses prepares maintenance workers from entry-level technicians through lead workers and foremen. Training will be available in every ITD district.

Idaho's Transportation System: Responsible, responsive and efficient

The Idaho Transportation Department is engaged daily in the monumental task of keeping Idaho moving, literally and figuratively, meeting the demands of today while preparing for the needs of tomorrow.

The integrated system offers myriad transportation options, preserves Idaho's quality of life, encourages public participation in decision-making and is fiscally responsible to operate within the parameters of available funding.

State of Idaho - Idaho Transportation Department State Highway Fund

Cash Balance - July 1, 2003			$15,129,831
Receipts			
Transfer From Highway Distribution Account	170,220,073		
Miscellaneous Receipts	33,629,063		
Total State Receipts	203,849,136		
Federal Aid	224,072,300		
City & County Contributions	988,100		
Total Receipts		428,909,536	
Disbursements			
Expenditures	414,230,502		
Transfers Out	266,715		
Total Disbursements		414,506,217	
Net Change in Cash Balance			14,403,319
Cash Balance - June 30, 2004			29,533,150
Long Term Investment Account Balance - July 1, 2003	52,648,980		
Less:Partial Redemption - Long Term Investment Acct	(10,803,448)		
Interest Earned on Long Term Investment Account	2,399,099		
Long Term Investment Account Balance - June 30, 2004			44,244,631
Total Cash & Investments - June 30, 2004			$73,777,781
Less:Outstanding Encumbrances	(14,575,100)		
ST Program Obligations	33,348,600		
State Match on Federal Program Obligations	0		
Rural Secondary Exchange/Material Source Prog	1,382,900		
Total State Funds for Highway Program Obligations		(34,731,500)	
Total Encumbrances & Obligations as of June 30, 2004			(49,306,600)
Sales Tax Liability	113,603		
Deferred Revenue	2,626,109		
Deposits from Locals	292,232		
Railroad Crossing	53,177		
Contractor Retained %	1,105,995		
Total Liabilities			(4,191,116)
Net Resources Available - June 30, 2004			$20,280,065

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